



VALVE CLATTER



THE EARLY FORD V-8 CLUB OF AMERICA Regional Group 96

Volume XXII, No. 7

July 2000

Cliff Green, Editor

CAROLINA 2000--A GREAT EXPERIENCE by Hank Amster

It was not a Grand National Meet, but it was a grand National meet--the *Charlotte 2000 Eastern National* on June 7-10, 2000. The NVRG convoy started out on Wednesday, June 7 at 6:30AM from Fair Oaks led by **Cliff Green** in his '40 Woody, and followed by **Don Lombard** in his '47 Coupe, **Hank DuBois** riding with **Bill Simons** in the '34 Sedan, and our chase car manned by **Eric Sumner** and **Dave Westrate** (Dave's modern truck). They picked me up with my '41 Convertible in Gainesville, and we continued on down Route 29 South, all of us equipped with walkie-talkies, without incident. That is, without incident until just south of Culpeper, barely an hour's drive. It was there that Bill's '34 decided to put a little spice into the trip--it just shut down, completely, unabashedly, and without warning. Although we had a beautiful view of the Blue Ridge Mountains from that roadside shoulder, it was not the way to enjoy the beautiful scenery and initiate a 350 mile journey by looking at a belligerent, uncooperative engine. After about an hour's delay, our shade-tree mechanics led by Master mechanic Eric solved the problem(s). It was a double whammy! Both the coil and the fuel pump had given out simultaneously. Fortunately, the spare parts supply was adequate and we were on our way once again.

Because of the delay, we were unable to hook up with **Bob** and **Jane Wild** driving their '51 Woody as planned south of Charlottesville. Cliff had cell-phoned them advising of the breakdown, so they continued on their own. A quick pit-stop down the road after the repair and we continued on to our next scheduled stop for lunch at the *Colonial Restaurant* south of Lynchburg. We were supposed to meet our celebrity member, Deputy Dawg **Mike Gall** there, but missed him because of the delay en route. After lunch, we decided to gas-up at the next station. After doing so, we started off again down the road when the walkie-talkies began to chatter incessantly. (I was driving with the top down, so the road noise overwhelmed the talk.) But after several inquiries, I finally did glean the following informa-

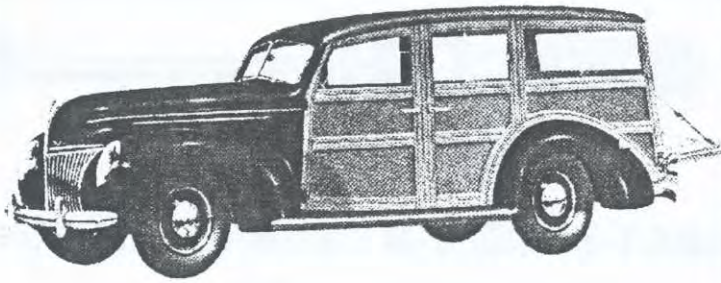
tion. Apparently, our revered historian, President-for Life, and high-level FAA official, **Don Lombard**, drove away without paying for his gas. Fortunately, Dave was still in the station to pay for his gas when he overheard the clerk phoning the Campbell County Sheriff's Department notifying them of the scofflaw in the old car absconding with the gasoline. After repeated appeals, Dave's DEA-bred training and initiative convinced the clerk that the scoundrel she was after was a friend of his and that he would cover the bill. With the money in hand, the clerk relented by discontinuing the call, spoiling the adventure of a Sheriff chasing an antique car caravan through the southern Virginia countryside. Without further incident (wasn't that enough?), we finally reached our destination at 4:PM, the Hampton Inn in Concord, North Carolina.



Amster, Gall, Westrate, Dubois, Sumner, Pat Hardesty, Lombard, Hardesty

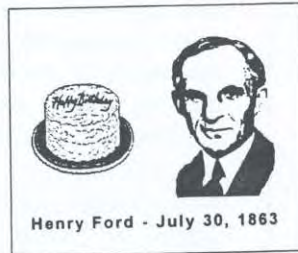
Thursday morning we left for the nearby *Lowe's* (nee Charlotte) *Motor Speedway*, where all of the show events were to be held. After undergoing the usual safety check,

Continued page 4



UP FRONT With the President

JULY 2000



NOS '39 grill at Carpenter's

Well, you know that summer is here when the conversation turns to overheating. Summer also means that the picnic cannot be far off. Please join your club buddies for this nice event on July 11, 2000. This is a fun and relaxed meeting, and I know that all will have a nice time. The details are elsewhere in the Valve Clatter.

Let's thank Von Hardesty and Cliff Green for their efforts in arranging the tour of Ken Hyde's aircraft restoration facility. I am always impressed with professionalism, accuracy, cleanliness and beauty. This place had it all and was another interesting and worthwhile tour. More fun is coming up in the next few months, so make plans to enjoy the tours and other club events.

Sully was great! My daughter, Beth, found a hubcap for me for the 39 wagon (which I negotiated down to \$8). It was beat up and painted an awful orange, but is just what I needed. Who would have even thought that would happen! I will have to take her to Hershey this year to hunt for parts.

If you see some new faces around, it is because we have several new members who are already adding to the strength of the club. Please say hello and make them feel at home. A number of these folks are just starting restoration projects and can use advice, support and encouragement.

It's time to start thinking about the Lebkicker Tour coming up in September. This tour honors the memory of Dick Lebkicker, who set the "standard" as a club member. He was helpful to all in so many ways and is sorely missed. Each year the club selects a person who supports the club in the same ways as Dick did. At the banquet during the tour, a plaque is presented to the person selected. This Valve Clatter contains a ballot for your vote. Please participate in this vote and plan to go on the tour as well.

Remember, if we each do a little, together we can accomplish a lot!

DAVE

THE ANNUAL DICK LEBKICKER AWARD

PURPOSE: The selection and subsequent presentation of this annual award to a fellow club member who most exemplified the qualities exhibited and practiced by our friend and highly respected club member in whose memory this award is named.

OBJECTIVE: Be it known those club members of the Northern Virginia Regional Group of the Early Ford V8 Club of America will, through the process of nominations/voting, select the person most desiring of the award. The award will be presented to a highly active club member based on the qualities; presence, demeanor, and contributions to the betterment of this regional group as were demonstrated by the attributes of **Mr. Dick Lebkicker**. This person will be someone who has repeatedly, if not characteristically, demonstrated one or more of the following characteristics:

- ◆ Love of the cars.
- ◆ Drive the cars
- ◆ Support the club:
 - ◆ Assume office – take responsibility.
 - ◆ Attend meetings, encourage others.
 - ◆ Recruit new members.
 - ◆ Participate in tours and activities
 - ◆ Help plan meetings, programs, and activities.
- ◆ Help fellow members:
 - ◆ Mechanical – fixes cars and advise others
 - ◆ Help others as needed, when needed, where needed.
 - ◆ Offer assistance to resolve car related problems and identify vendors of parts/services.
 - ◆ Set aside own projects and priorities for the betterment of the club and its members.

VOTE FOR UP TO THREE MEMBERS AND SUBMIT NAMES TO KEN BURNS 703-978-5939 OR EMAIL THEM TO: kenb@hskids-tmssc.org. DO IT NOW WHILE YOU READ THIS.

perusing the various cars, doing a little bit of cleanup work, etc, we left for a guided tour of the Dennis Carpenter facility. Dennis' plant has expanded tremendously in the last few years. He now employs 115 people, and has expanded the operation to cover selected parts for cars and trucks into the 1980's as well as Cushman motor scooter parts. He has large presses and machines and the necessary tooling, some from the original production runs, to produce thousands original Ford parts. It was a very impressive facility tour guided by Dennis' brother-in-law, a retired school administrator and apparently the only member of the family who doesn't work there.



After going back to the Speedway for the judging seminar, we then went to Dennis Carpenter's museum where he hosted a welcoming cookout for all meet participants. The museum, located adjoining his plant, is a sight to behold. The first floor contains a small collection of antique cars, an impressive collection of miniature vehicles, and a great collection of antique and historic motorcycles. The second floor display was mind boggling. It contained at least over 100 antique and unique examples of Cushman motor scooters of every size and configuration, from early '40s military vehicles through to the end of Cushman motor scooter production in the sixties. Dennis' hospitality and support of the meet was an outstanding example of returning the rewards of his efforts back to his customers and supporters.



By this time, our core group of tourers hooked up with numerous other NVRG members as follows: the Wilds, Butch Myrick with his '46 Sedan Delivery, Bill Selley, Mike Gall, Jeanette and Barry Hall and their '50 Tudor, Charlie and Dorothy Morrison and their '35 Coupe, Von and Pat Hardesty, Jim Roebuck, Wayne and Joyce Handy and their '36 Sedan, John and Yvonne French, Jason Javaris with his '40 Coupe, our Savannah, Georgia members Ray and Phylis Kunsman with their '40 Sedan, and our newly recruited member from Great Falls, Bob Belsley and his '50 Tudor. A good representation from the NVRG.

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Friday was show time. Over 250 cars were on the concourse. Cliff Green was Deputy Judge for '39 cars, Bill Selley was Deputy Judge for all Woodies (Dave and Eric served on his team), Ray Kunsman was Deputy Judge for the '40 closed class, Bill Simons judged '33-'34 open cars (except there weren't any to judge), Jim Roebuck judged Mercury's, Don Lombard judged '51-'53's, I judged '41-'42's (one), and of course Mike Gall was Deputy High Muckety Muck. There were some beautiful examples of Henry's finest on the show field. Noticeably, the truck class keeps increasing in size, and there were three outstanding tractors in the field (no pun intended). After the concourse ended, the big time excitement started. All participants who desired could take their cars onto the Speedway for a couple of laps around the track. That was a big thrill! Cliff has Dave Westrate's white knuckle imprints on his dashboard to attest to his anxious moments on the track as Cliff's passenger, but Von and Pat Hardesty were unperturbed in the back seat taking pictures of the cars around them as they sped around the track. Eric Sumner rode with me and kept urging me to ride high around the curves and overtake the slowpokes in front of me. But just as I was getting the hang of things, even though our track group got 3 laps, we got the flag to take to the pits and quit and let the next group take their turn. Lots of fun! And we even got a dash plaque from the Speedway to attest to our experience. Bill Simons has top bragging rights, however, for the Speedway experience. Since he was getting bored with no cars to judge, he decided to live it up and take three laps as a passenger in a real race car driven by a highly qualified and experienced, novice, student, apprentice race car driver. This activity is carried on constantly during the day for those willing to pay the fee to experience a death wish, and of course "Kilimanjaro Bill" is no one to pass that up. He said that they hit 165 miles per hour, and at that rate his eyeballs were looking at the back side of his molars. As they say, different strokes for other folks, not me.

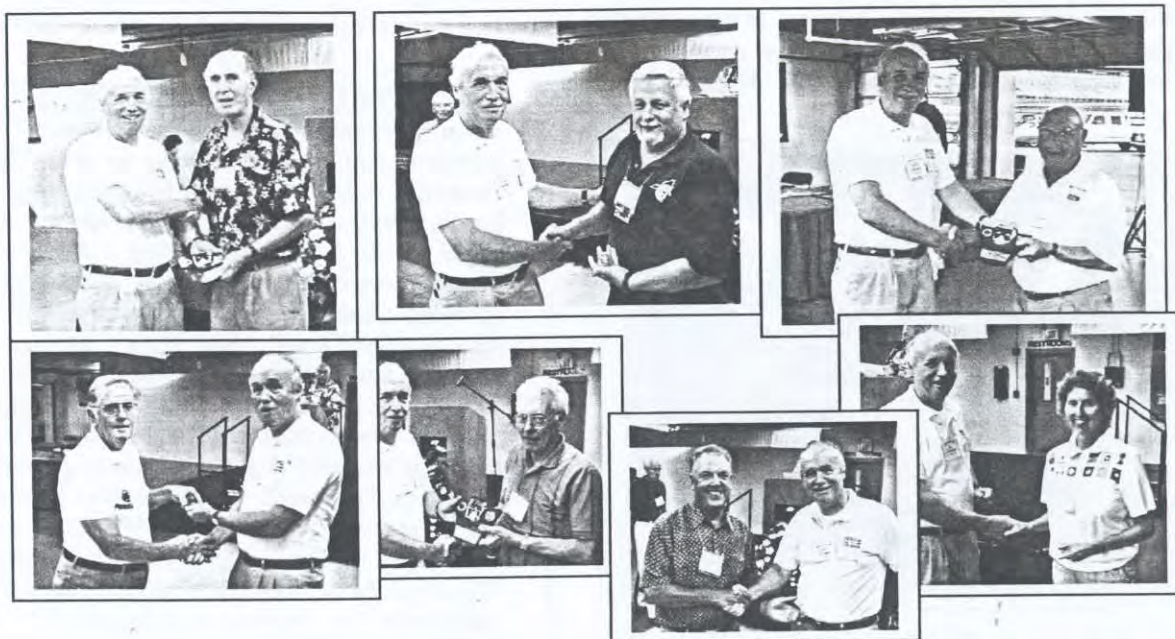
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CHARLOTTE (cont.)

Friday night a barbecue was held at the track. Good old Carolina barbecue, the stuff that's made with vinegar, not catsup! Saturday daytime was free time, so a group of us drove up to Spencer, NC, about 35 miles north, to see the Carolina Transportation Museum. This facility was the former Southern Railroad's major repair facility, and it is really impressive even for those of you who are not railroad buffs. After a ride on an antique set of coaches pulled by a steam locomotive (a Shay geared engine for those who care), we toured the major reconstructed part of the facility, the Roundhouse. It houses numerous old restored steam and diesel engines, rail cars, and other transportation exhibits. A couple of us had visited this facility ten years ago at the last Eastern National in Charlotte, and there has been tremendous progress made in the restoration since then. It was a most fascinating sidelight to the car event.

Saturday night the awards banquet took place. As for a description of the evening's program as well as other events at the meet, read all about it in the *V8 Times*. Suffice to say, the NVRG did well in the awards category: Dearborn Medallion- **Jeanette Moore-Hall, Butch Myrick, Ray Kunsman**; Concourse-First Place-**Don Lombard, Cliff Green**; Rouge Class Award - **Bob Wild**; Touring-First Place- **The Amstermobile**; Touring "A"-First Place-**Bob Belsley**.



AWARDS from National Pres. Rogers: Green, Myrick, Amster, Morrison, Lombard, Kunsman, Moore-Hall
Not present: Wild & Belsley

The convoy trip back home began early Sunday morning sans **Hank DuBois** and **Bill Simons** who said they had to leave Saturday. Some flimsy excuse about one of them's anniversary was on Sunday, and the other's birthday that same day. What loyalty! Anyway the return trip was uneventful except for Don failing to keep up the pace and missing the turnoff from I85 to Rte 29 in Greensboro. Fortunately Dave and Eric again came to his rescue by following him and shepherding him back to the right route where they finally joined up with us north of Danville. Don's excuse for missing the turn was that Cliff's written directions and maps only covered the way down to Charlotte from Fairfax. They didn't cover the return trip home. What a guy!

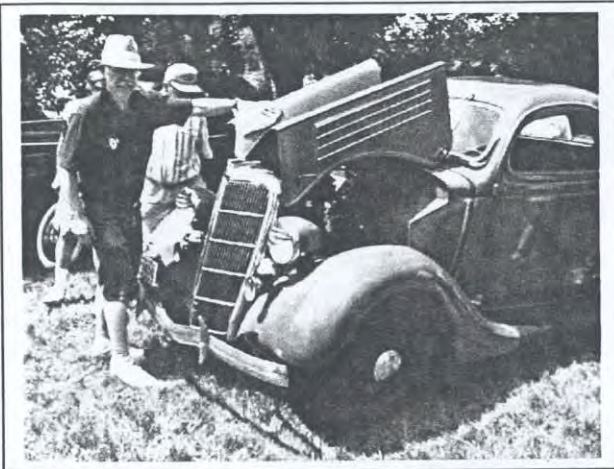
A lunch stop in Charlottesville helped cool our cars and our bodies, and our cars all performed magnificently despite the extreme heat (it was 104 when I arrived home at 2:PM!) Next time, whether it's just a local area tour or an overnigher, don't "Go Greyhound and leave the driving to us." Join with us in the camaraderie and fun by driving your old flathead, and experience the thrill of the old car hobby by cruising the highways and byways. Isn't that what it's all about?

A final word of thanks to **Dave Westrate** and **Eric Sumner** for their dedication and loyalty to our tourers. They struggled behind our slow moving group in their modern vehicle, carrying a tow-bar in case of a breakdown, refusing to move out ahead on their own. They even kept the truck windows open and the air-conditioning off to experience the same conditions we did so that when Dave's '39 Woody is finished, they'll be all prepped for touring in it. Great guys, and we thank them big time!

SULLY 2000 *Hank Dubois*

Sunday, June 18 dawned with a forecast for widespread showers and thundershowers all day. However, by 9:30, things looked a little more promising; the skies were starting to clear and an occasional ray of sunshine could be seen. The weather gurus must have been watching their computers instead of the skies though because the forecast for the day was still dire. Going with my gut feeling, I decided to chance it and arrived at the registration gate just before the 11:00 AM cutoff. A number of antique cars were in line with me so I wasn't the only one who had waited until the last minute.

From the number of gaps in the show fields, it was clear that the uncertain weather situation had taken its toll on this year's entries. An estimated 25% fewer cars were in attendance and the crowds seemed proportionately smaller as well. As in past years, a large percentage of the cars were from the '60's and '70's. About a dozen '32 - '53 Fords were



on the field with the majority being NVRG cars. Other makes from this time period were also lightly represented. Naturally there were a lot of Model A's though not as many as in past years. Thunderbirds were also well represented. The flea market was smaller than in the past and seemed to have even fewer vendors with antique auto related items.

As usual, NVRG'ers gathered under the trees to talk and enjoy lunch. Future members Eli Sumner and Shane Green entertained everyone between naps and provided some great photo ops for proud parents and grandparents. Delightful music from the Fairfax Symphony's barbershop group could also be heard from our picnic site. All in all, a very pleasant way to spend what turned out to be a nice sunny day. Among the members who were spotted at some time during the day were the Greens, Amsters, Westrates, Dawkins, , Sumners, Vincents, Piepers, Sweets, Wilds, Kozacs, McDaniel, Kranich, Girman, Hill, Blum, Myrick, Mascali, Arrington, Belsley, Potter, and Wells.

MYSTERY MEMBER FOR JULY



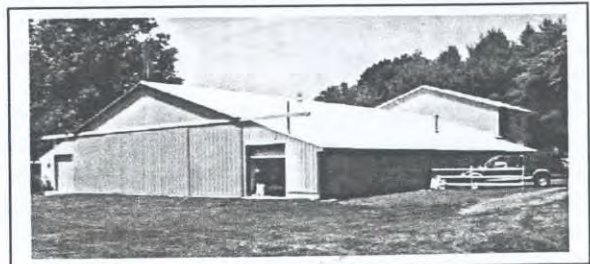
The answer to this months mystery is on page 8

TOUR TO KEN HYDE'S A/C FACILITY *Editor*

When we restore our old cars, most of us work with tolerances that are acceptable to our hobby - do it like Henry did, and if it overheats, fuel pump quits or ignition breaks down, we pull over to the side of the road and groan. Now, if you are building a flying replica of a Wright Bros. 1911 airplane you want none of these episodes to happen! Thus, tolerances go way up without loss of authenticity. Ken Hyde's hanger operations, where he employs six craftsmen, speak of perfection. The hanger/shop areas are as clean as any hospital! He has built two replicas of Wright Bros. Aircraft, one for the Army and another for a museum and the next one he intends to fly himself. Every part has been extensively researched and restored (if a part can be found) or reproduced. The reproduction machinery is what fascinated the NVRG. How about a router device on a pantograph type apparatus that duplicates the curves of a wooden propeller?

The shop is building 6 engines of the type that powered the Wright Bros. early aircraft. Every part has to be reproduced. Various parts under construction were on display for us to appreciate. A completely original engine was restored and placed on a test stand. It had not run since 1915.

All the NVRG members were fascinated at the level of restoration and reproduction abilities that we witnessed. After the hanger tour we stopped for lunch at the Town & Country in New Baltimore. If you didn't go, you missed out again of a great day.



GLOSS PAINT – Jason Javaras

Apparently the EPA has decided that something called "Organic Volatiles" have become bad for the environment and need to be eliminated. What does this mean to you? For starters, it's getting harder to find black semi-gloss paint for our old V8s. Sure, I know, Eastwood probably still carries it for now, but try to find it at your local hardware store or Wal Mart. Satin finish spray paint is being pushed as an alternative, but it just ain't the same, folks. I found one can of black semi-gloss on a dusty shelf at my local Auto parts dealer and had enough to paint my radiator with after a futile attempt at using satin black which came out looking like flat black to me.

It gets worse – not only is semi-gloss paint becoming scarce, but so is exterior latex gloss paint, which I had hoped to paint my new garage with. I went to five stores before grabbing the last of the gloss paint available. Latex semi-gloss is good paint, but gloss paint, whether oil or latex based is a great paint for garages and outbuildings. Whether gloss paint is bad for the environment or too costly to be profitable anymore, it's end is near folks. So a word to the wise is if you have new project to paint, don't use oil-based paint, use a latex semi-gloss because when time comes to repaint it, you may have to settle for latex, which is not a good match. One paint dealer told me that they are developing special primer additives to allow latex to bond better to oil-base paint, but that's not fully available yet.

One last affect of all this environment awareness is you will soon no longer be able to find concrete sealer for the same reason. I'm not talking Thompson's water sealer, which is of little use in my opinion, but real garage floor sealer. Better get it now if you need it, because it won't be on the shelves for much longer.



NVRG ANNUAL PICNIC

Tuesday, July 11 6:00

Nottaway Park, Vienna

Catered by "RED HOT AND BLUE"

Bring your own beverages and deserts

MEMBERS:

We need a head count on this event for the catering! Please call **Hank Dubois** by July 9th for your reservation at 703-476-6919.

Guests are welcome at \$6 a head. Members and spouses are free.

Bring a dessert for eight. Rain or shine as a picnic pavilion is available.

COME JOIN THE FUN - SEE YOU THERE!



JULY MYSTERY MEMBER

Yes, that cute little angel with golden curls sitting on the front fender of the family sedan is **Cindy Dubois**. It's summertime in Springfield, Vermont in 1948 and the Parker family is about to leave for church or maybe to visit Grandma and Grandpa Parker in Windsor, Vermont. Mom thought it would be a good idea to get picture of Cynthia while her red dress was still fresh and crisp. The trusty mandarin maroon '40 deluxe Fordor Sedan has seen a lot of use and a lot of Vermont weather since it was purchased new from Woodruff Motors in Springfield. An ailing '36 Tudor was traded in on the '40 which was well equipped with a radio and heater with a sticker price of \$940. Mr. Parker remembers the '40 as a reliable car. Its flashy maroon paint was prone to thinning and fading. He would touch it up with a power puff and cordovan shoe polish!! The '40 was traded in after 10 years of service on a '50 Ford tudor with sunvisor.



JIM CRAWFORD

PO Box 236, Bryantown, Md 20617
301-870-2036 1936 Ford Cabriolet

BOB BELSLEY

1036 Cup Leaf Holly Ct, Great Falls, Va 22066
703-450-4146 1950 Tudor

BARRY FRISE

8905 Southwick St. Fairfax, Va 22031
703-280-0776 1936 Convert. Sedan

SCOTT RICHLIN

5133 Brandfield Dr., Annandale, Va. 22003
703-425-1689
1940 Dlx Tudor, 1935 SB Sedan 1935 Phaeton

RUSSELL GREEN

2110 Wordsworth Ct., Apt. 302
Herndon, Va. 20170-5864

FRANKIE MARTIN

3727 West Ox Road, Fairfax, Va. 22033
703-620-3790 '51 Ford 2Dr Custom

HERSHEY NEWS

From the AACA newsletter: HERCO announces major changes and improvements – 2000: temporary relocation of the Green Field due to construction of a new arena and parking lots. Several possible sites adjacent to the remaining fields are meanwhile being looked at. Open in 2002 = no more mud. 2001: new traffic patterns for both vehicles and pedestrians including underpasses and paving of the Chocolate Field.

Looks like Hershey will never be the same, Editor

WANTED

Garage space – Dave Westrate 703-620-9597

EMAIL ADDRESSES

The treasurer is updating the club's membership roster to include Email addresses. This will enable us to give quick alerts on meeting changes/cancellations, special events, etc. We currently have Email addresses for the following: Amster, Blum, Boardman, Burns, Crawford, Dawkins, Dubois, Foltz, Frise, Girman, Gunnarson, Javaras, Judy, Kearney, Lombard, Mascali, McDaniel, McIninch, Moore-Hall, O'Neill, Pieper, Roebuck, S.L.Ross, Schreier, Shaw, Simons, Tindall, Wenchel, Westrate, Wild. If your name is not on this list, and you have an Email address and would like it to be included in the roster, please Email it to Hank Amster: hankbea@erols.com.

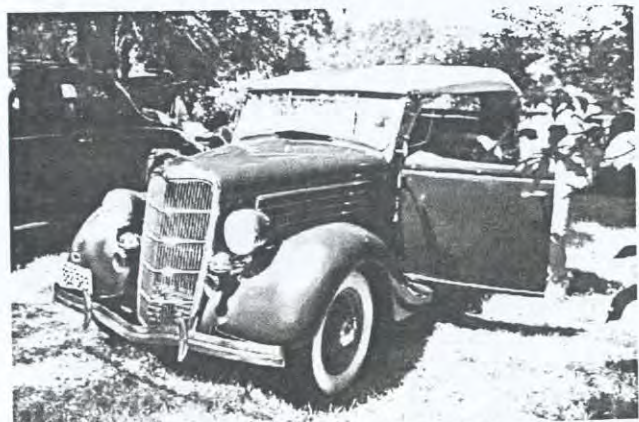
NATIONAL CAPITAL V8 CAR SHOW

This Saturday is the NCR car show in Brookville, Md., out Conn Ave. They sent over several cars to our show and it would be nice if we do the same. The show starts at 8am, so we could get over there (30 minutes from Am. Leg. Bridge) and get back early. Call C. Green if interested in caravanning.

FUELING WARNING!

Condensed from an article by John Grimm in the NCR Headliner.

A fire destroyed the garage and home of a hot rodder because he didn't install a round strap from the neck of the plastic fuel cell to a good chassis ground. It would seem that the fuel cell would have been in contact with some metal surface where it's mounted on the car and wouldn't have needed additional grounding, but static electricity built up and caused a spark! "Of course you've heard that filling a plastic gas can should always be done with the can on the pavement. **NEVER** fill it in the trunk of the car or on the bed liner of a pickup. What about our antique cars if we have the gas tank coated inside and out with that rubber stuff like *Gas Tank TENU?* If there's no good metal-to-metal contact somewhere, a ground wire would seem absolutely necessary".



Jim Wells seldom seen '35 at Sully



V8 CALENDAR NVRG



July

- 9 National Capitol Region V8 Show, Brookville, MD
- 11 **NVRG Annual Picnic**, Nottoway Park
- 15 **NVRG TOUR** – Antique glider field, picnic, Lovettsville, Va
- 25 **NVRG Board Meeting**
- 28_30 Summer Carlisle

August

- 8 **NVRG Monthly Meeting**, Program: Show & Tell - Bill Tindall reports on Central National Meet Refreshments: **John Girman**
- 12 Fredericksburg Region AACA, Walker-Grant School, Fredericksburg, Va.
- 29 **NVRG Board Meeting**
- TBA **NVRG Tour** – Virginia Military Vehicle Restoration shop, Mannassas

September

- 10 Sugarloaf Region AACA Activities Meet, Mt. Airy, MD
- 12 **NVRG Monthly Meeting**, Program: Upholstery by LB – Simons. Refreshments: **Bill Simons** 2

- 16-17 **Lebkicker Memorial overnight tour**
- 26 **NVRG Board Meeting**
- 28-Oct 1 Fall Carlisle

October

- 5-7 Hershey
- 10 **NVRG Monthly Meeting**, Program: “Thunder Road in the ‘50’s” guest speaker. Refreshments: **Steve Pieper**
- 31 **NVRG Board Meeting**
- TBA **NVRG Tour** – CIA Museum

November

- 14 **NVRG Monthly Meeting**, Program: Hershey review, Refreshments: **Cliff Green**
- 28 **NVRG Board Meeting**
- TBA **NVRG Tourb**

December

- 2 **NVRG Christmas Party**
- No Membership or Board meeting in Dec.

NVRG TOUR JULY 15TH

Scott Field Lovettsville, Va

Antique glider and soaring



PICNIC

RIDES!

Depart Fair Oaks Holiday Inn 10:30
Gilberts Corner 11:00
Cliff Green for details 703-426-2662

BOARD OF DIRECTORS

NORTHERN VIRGINIA REGIONAL GROUP

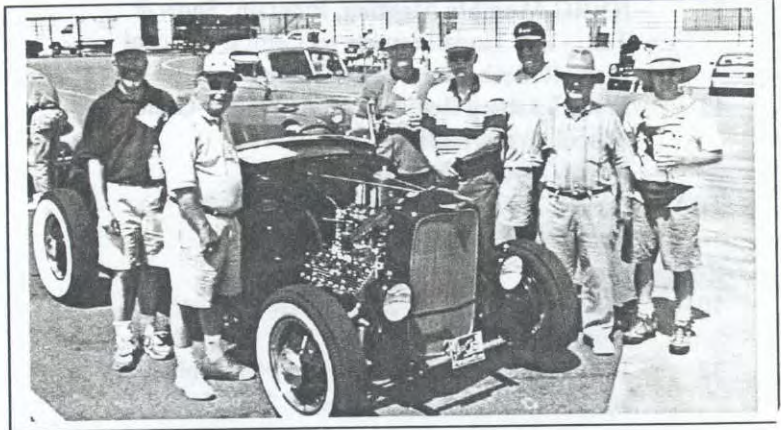


President: **Dave Westrate**.....620-9597

Vice President: **David Blum** 281-1654
Secretary: **Tom Shaw** 771-9374
Treasurer **Hank Amster** 753-9575
Membership: **Bill Simons** 536-3648
Tours: **Von Hardesty/Steve Pieper** 276- 7579

Programs: **Hank Dubois** 476-6919
Property: **David Blum** 281-1654
Activities **John Girman** 242-1459
Refreshments: **Bill Selley** 679-9462
Newsletter: **Cliff Green** 426-2662

Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, Virginia. Check the newsletter for occasional alternates sites. **SEE YOU THERE**



FIRST CLASS MAIL

Regional Group 96
Early Ford V8 Club
Post Office Box 1195
Vienna, Virginia, 22183